(No Model.)

S. M. CARRIKER.

MEANS FOR PREVENTING BURGLARIZING CARS.

No. 540,633. Patented June 11, 1895.

Fig. 1.

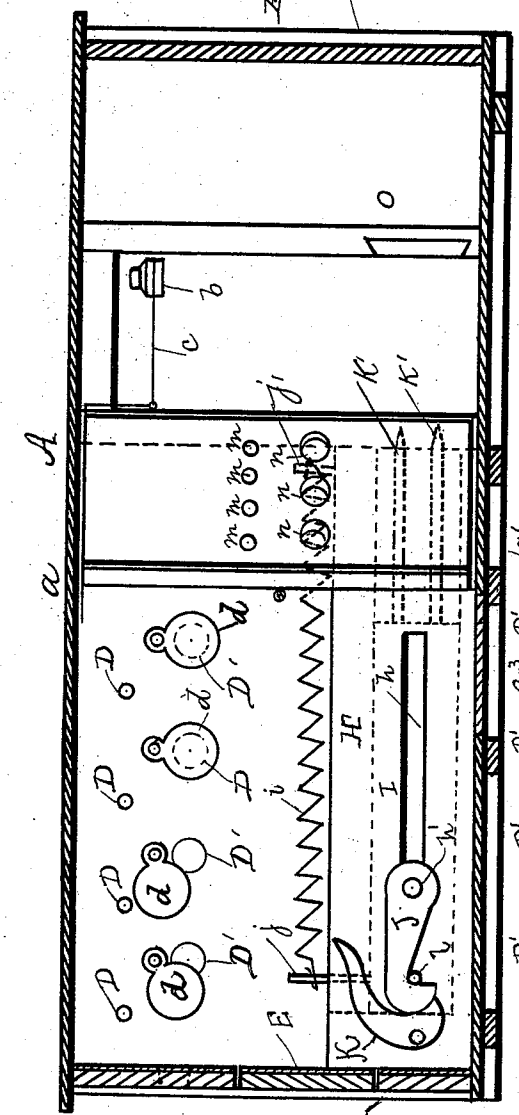
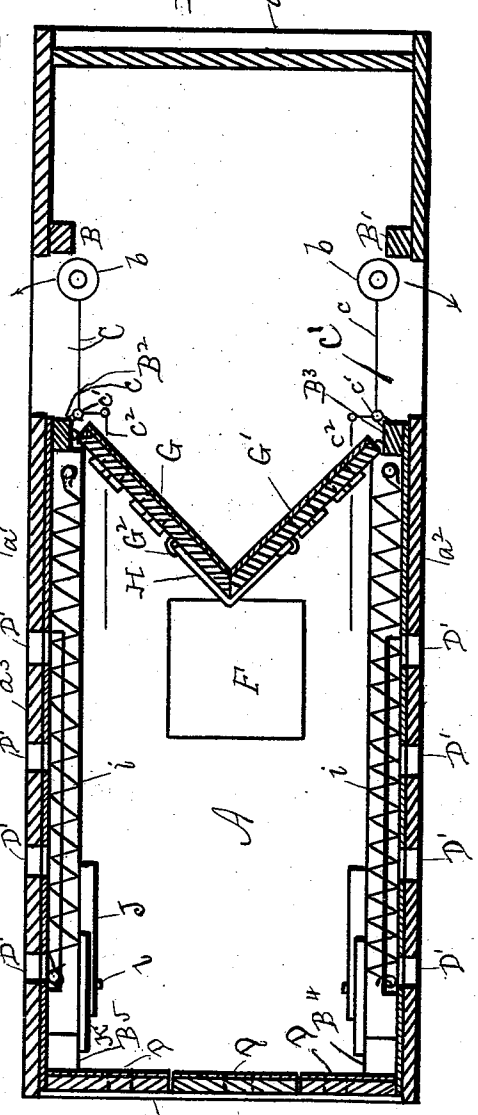


Fig. 2.



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MEANS FOR PREVENTING BURGLARIZING CARS.

SPECIFICATION forming part of Letters Patent No. 540,633, dated June 11, 1895.

Application filed July 30, 1894. Serial No. 518,975. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. CARRIKER, a citizen of the United States, residing at Durant, in the Choctaw Nation, Indian Territory, have invented certain new and useful Improvements in Means for Preventing Burglarizing Banks and Express and other Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improved means and their adaptation to banks and express and other cars for their defense against burglary.

The object of the invention is to simplify, improves and cheapen the cost of construction of this class of inventions over the existing prior state of the art.

To this end the invention consists in the novel construction and combination of parts as will be hereinafter more particularly described and specifically pointed out in the appended claims.

I have fully and clearly illustrated my invention in the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section of a car embodying my improvements, and Fig. 2 is a sectional plan view of the same.

Similar letters of reference indicate similar parts throughout the several figures.

Referring to the drawings, A, designates a car composed of the top a, bottom a', side-pieces a^2, a^3, and end-pieces a^4, a^5. These side pieces are secured to posts B, B′, B^2, B^3, B^4, B^5, and to the end-pieces a^4, and a^5, these elements as hereinbefore stated composing the car.

C, C′, designate the usual car door openings formed in the sides and located opposite each other near the forward end or compartment of the car through which entrance to the car and exit therefrom are made ordinarily.

D, designates a series of peep holes formed in the sides and rearward portion or compartment of the car, as many being formed therein as occasion requires, and below these peep holes and out of alignment therewith is formed a series of port holes D′ D′ D′ D′ through which the barrel portion of a gun or suitable number of guns may be passed by the expressman and other occupants of the car to shoot through if the car is attacked by burglars. A series of both peep holes and port holes may be made in the end of the car if desired having swinging covers to close them when not in use as are shown in the sides of the car in Figs. 1, and 2, of the drawings.

The inside of the rear portion or compartment of the car is plated or sheathed with iron which is thick enough to prevent bullets from passing through the same both the peep holes and port holes being formed also through the wood work of the car. Any suitable number of port holes may be formed in the car as well as peep holes above described.

d, designates swinging covers pivoted near the port holes by means of which the port holes can be opened or closed.

E, designates an escape door formed in the end of the car for the use of the expressman and other occupants in the car to escape from in time of danger if found necessary.

F, designates another escape door formed in the bottom of the car for a similar purpose as the door just described.

G, G′, designate doors pivotally secured to the top and bottom of the car on the inside thereof, and which separates the car into two compartments, these doors standing at an angle of about forty-five degrees relatively to each other when in a closed position and forming an acute angle. Their outer or those sides which face or are nearest the ordinary entrance and exit doors of the car are also lined or sheathed with bullet proof iron and like the rear portion and inner sides of the car have a series of peep holes M, M, M, M, and port holes N, N, N, similarly formed and arranged relatively to each other as those formed in the sides of the car.

H, designates a hasp or hook fastening one end of which is secured to the door G, and the opposite or free end is bent around the angle of the doors and is passed through a staple G^2, in the adjoining door G′ by which the meeting ends of the doors are fastened together or unfastened. The arrangement of these doors is such that when closed the legitimate occupants of the car in time of an attack upon the car can conveniently shield

themselves from the burglars entering the car and have plenty of room to shoot through the port holes of the doors, while at the same time the burglars are placed at a great disadvantage by such arrangement of said doors.

H′, designates a rectangular block having each end rigidly secured to the posts and having centrally cut therein a longitudinal slot h, through which is passed a pin h'. To one end of this pin h', is secured a sliding bar I, which slides in a recess h^2, formed between the side of the car and the block H, this recess h^2, terminating in a slot h^3, formed in the post the sliding bar I, being actuated by a coiled spring i, having one end secured to the rear end of the sliding-bar I, by means of a pin j, and the opposite end secured to the top and forward end of the block H′, by means of a pin j', the block H′, forming a bearing for the sliding-bar I. The sliding-bar I, has secured in its forward end sharp pointed prongs k', k'. These prongs in the end of the sliding-bar when shot forward across the ordinary entrance and exit doors of the car abut against a piece of rubber O, or other soft material let into a mortise into the post, which prevents the dulling of the points of the prongs.

To the pin h', is pivoted a hook J, which engages a pin l, when the sliding-bar is drawn back or in its normal position. A trigger K, is pivoted also to the side of the block and engages the end of the hook and serves to release said hook when it is desired to shoot the sliding-bar with its piercing prongs. It will thus be seen that when a burglar is entering the car door the operator simply pulls the trigger, the sliding-bar is shot and the prongs pierce said burglar and impale him to the post of the car.

b, b, designate lamps mounted on the outer end of an arm c, on each side of the car and within the same. Said arms are pivoted at c', to a bracket secured to the post near each door and a rod c^2, c^2, extends from the arm to within the closed compartment. When it is desired to swing the lamps out of the car door to enable the occupants to see on the outside of the car the operator pushes the rod c^2, forward thus causing the lamps to swing outward and throw light around the outside of said car; and the angular or oblique doors enable the occupants of the closed compartment to have a good view of the entrance doors on each side of the car, through the peep holes in said doors.

From the foregoing description taken in connection with the accompanying drawings the operation of my invention will be obvious and further description herein is deemed unnecessary.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A car having metal lining or sheathing and port and peep holes and angular or oblique doors separating the car into two compartments and exit openings in the end and floor, the blocks arranged in each side of the car and sliding-bars having prongs in their ends, a hook and trigger and spring for operating said sliding-bars substantially as described.

2. In combination with the compartment car having port holes formed in the sides thereof pivoted covers located above the port holes for closing same, peep holes formed in the sides and rear end of the car, oblique doors G G′, sliding bar I, having prongs secured in its forward end, operating spring secured thereto, and exit openings E, F, formed in the bottom and rear end of the car substantially as described.

3. The car herein described, consisting of the metallic lined compartment, having oblique doors, port holes and peep holes, sliding-bars provided with prongs in their ends, and means for operating said bar as described, and exit openings, located in the rear end and bottom of the car, and lamps adapted to swing in and out of the car pivoted on brackets as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL M. CARRIKER.

Witnesses:
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